

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT**CONFIDENTIAL**COUNTRY Albania
SUBJECT Electric Power Stations in Albania

REPORT

CD NO.

DATE DISTR. 29 JUL 49

NO. OF PAGES 4

PLACE
ACQUIRED

DATE OF IN

NO. OF ENCLS.
(LISTED BELOW)

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SUPPLEMENT TO
REPORT NO.

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- Since the war the Albanian Government has endeavored to increase the country's supply of electric power by the construction of small, temporary stations, but output from these stations is negligible, and they cannot be said to have made any useful contribution towards reducing the severe power shortage with which the country is faced.
- Power stations existing before the war, which still supply almost 100% of the total power, are the following:-

Tirana (2)	}	All operated by internal combustion engines.
Shkoder		
Durres		
Vlone		
Gjinokaster		
Pogradec		
Fier		
Elbasan		
Korce (2)		Hydro-electric, and auxiliary motor-driven plant.
Kucove (3)	}	Operate exclusively for the mineral extraction industry. They are also run with internal combustion engines.
Rubik		
- The internal combustion engines with which the stations are run are, with the exception of a few supplied by UNRRA, in extremely bad condition. No spare parts have been supplied to Albania for these engines since the beginning of the war. Some engines have had to be almost completely reconstructed through repairs, modifications and locally manufactured copies of individual parts. The poor condition and consequently frequent breaking down of pistons, driving belts and connecting rods, and other delicate parts, are the cause of an increasing number of electricity cuts.
- Frequent breakdowns are also caused by the poor quality of petrol, oil and lubricants. The petrol and oil, of national production, cause incrustation of the machinery, because of imperfect refining, and further power cuts have to be made for purposes of cleaning. The lubricants, also of national production, are of inferior quality, and cause considerable wear and tear to vital parts.

Document No. 4

NO CHANGE in Class. ☐☐ DECLASSIFIED

CLASS. CHANGED TO: TS S (C)

DDA Memo, 4 Apr 77

Auth: DDA REG. 77

Date: 26 MAY 1978

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CLASSIFICATION

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5. The power stations barely generate sufficient current to supply the needs of the central areas of the towns in which they are located; the suburbs remain unattached to the town circuit. Current is only available during the day and evening (and then not always continuously), and at night even hospitals and government offices remain without power. An exception is made when ships at Durres or Vlone have to be loaded or unloaded at night.
6. The small, temporary stations mentioned in paragraph 1 are rarely equipped with generators of more than a few kilowatts, operated by internal combustion engines. Generators and engines are either German war booty, or were supplied by Yugoslavia. The supply of power from these small stations is far more limited than that from the larger ones. In some localities the current is turned on two or three times a week (only during the daytime), in others once a week, and in others only on special occasions, such as political demonstrations, showings of propaganda films, and so on. The number and wattage of electric light bulbs permitted to those served by these plants is very strictly limited.

Tirana Power Stations

7. The main station, located between town and ^{first town} ~~airfield~~ at about 1,500 meters from the center, is operated on four or five ~~FIAT T661~~ ^{FIAT T661} engines, all very antiquated, and a Diesel-run generator group supplied by UNRRA. Even though the latter is working, average production is less than that before the war, because of the poor condition of the ~~FIAT T661~~ engines.
8. This station supplies illumination and industrial current for the central part of the city. Industrial current is 360 volts, triphase, current for illumination 220 volts monophasic.
9. The second station at Tirana is located opposite the first, ^{Stacciola} near the airfield. It is operated on two Diesel-run generator groups, each of 300 kw. It supplies current to the wireless stations, military motor transport park and workshops, and the former ~~"STACCIOIA"~~ ^{"STACCIOIA"} brick factory,

illumination and industrial current. The project envisaged the construction of a reservoir and dam, in the Valley of Lumi i Tiranes, a canal, passing under Mount Mali i Dajtit, and the power station proper. The power station was designed to generate an average of 5,000 Kwh.

12. In June 1948 the Yugoslav technicians were withdrawn, and the Albanians were forced to continue the work on their own. By June a third of the dam in the Valley of Lumi i Tiranes had been built, and part of the tunnel for the canal under Mount Mali i Dajtit had been completed. Work on the power station proper had not been started. The Albanians did not make a success of the work on their own; lack of experience caused falls of rock in the canal tunnel and damage to the dam, and after forty days the work was abandoned. Lack of materials also contributed to the decision to abandon the project.

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Shkoder Power Station

13. The station, which is run on Diesel-operated generators, now has a production rate slightly inferior to that of 1940. It provides power for the central part of the town, at an average rate of eight to nine hours a day. Voltage is the same as for the Tirana stations.

Durres Power Station

14. Power is turned on from ~~6:30 hours to 9:00 p.m.~~ *6:30 a.m. to 9:00 p.m. daily, with periodical cuts.* Voltage is the same as for the Tirana stations. A high tension line of 5,000 volts runs from Durres to Kavaje, for which there are two transformer cabins, one at Durres and one at Tirana. The power feeds only the central parts of the two towns. There are no other high or low tension lines anywhere in Albania.

Korce Power Stations

15. The Hydro-electric power station at Korce (the only one in the country) is located at Vishkuci, NNE of the town. A petrol or Diesel-operated generator supplies current when the water is too low. Current is turned on for an average period of nine hours daily. Voltages are the same as for the Tirana stations.

Rubik Power Station

16. The station is operated with several Diesel-run generator plants. Current is sufficient for the needs of the mineral industries in the area.

Kucove Power Stations

17. There are three stations in the Kucove area designed to supply the needs of the local mineral industries.
- Station with three antiquated ~~FIAT TOSI~~ *FIAT TOSI* generator plants. This is the only station in operation.
 - Station with two generator groups supplied by ~~UNERA~~. The groups cannot be used, because the quality of the lubricants available is such that their use has ruined the ball bearings and other vital parts of the machinery.

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18.

19. All these stations produce power of the same voltages as those for the Tirana stations. Current is turned on for an average of seven or eight hours daily. Breakdowns are particularly frequent, and sometimes last for several days on end.

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Projected Power Station at Patos

20. In 1948 blueprints for new Diesel-driven generator plants for the oil-bearing are of Patos were sent to USSR, together with estimates of the materials, funds and technicians necessary for the completion of the project. It is not believed that the Russians have as yet given their approval to the scheme.

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Comment: [redacted] 12 workers and technicians are employed in this plant, which is guarded by the police.

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